

ency or insufficiency of the compensation, he had not a word say. It was an electioneering hobby at home, and if the calibre of any man was so slight that he could not stand a shot on this matter, he ought to stay at home.

Mr. GRASON argued that it would be impossible for the Legislature to modify the *per diem* of members according to the various fluctuations in the value of stocks or in the supposed value of money. He declared, that his only object in the amendment, was to take away the opportunity and excuse for popular harangues upon the subject of saving the people's money by reducing the pay of their representatives. He knew something of the people of the State of Maryland; and whilst they were opposed to the expenditure of money for useless or extravagant purposes, yet they were willing to pay a full and sufficient compensation to their public servants. In the city of Annapolis, it was impossible for a man to live like a gentleman for less than three or four dollars a day. He was in favor of fixing the sum at four dollars a day, that being the usual compensation; that amount, he believed, was satisfactory to the people. But, he repeated, his main object was to get rid of the debates.

Mr. BUCHANAN said that he always listened with pleasure to the remarks of the gentleman from Queen Anne's, (Mr. Grason,) and never failed to derive instruction whenever that gentleman addressed the Convention. He, (Mr. B.,) concurred entirely with him, that the *per diem* should be fixed in the Constitution. But there was a good deal of reason in what had fallen from the gentleman from Washington, (Mr. Harbine,) in relation to mileage.

His friend from Queen Anne's, (Mr. Grason,) anticipated that there might be, as there had hitherto been, debates in the Legislature on the subject of *per diem*. The gentleman, by his amendment, had disposed of one of the bones of contention, by providing that the *per diem* should be fixed in the Constitution. But how was it in relation to mileage? That was left to the law making power. This opened the door wide; discussions would arise upon this which would embrace the whole subject matter, and thus we should find ourselves in the same difficulty. He would vote for the amendment in any event; but he would be glad if the gentleman from the coinage of his brain, would submit a proposition which would enable the Convention to act upon the subject of mileage, so as to leave the Legislature no room for discussion.

Mr. GRASON said, the two subjects were different. The *per diem* might easily be fixed with relation to a general estimate of the value of money. But as to mileage, the circumstances which should control it, were constantly changing. The gentleman from St. Mary's, (Mr. Blakistone,) had furnished some useful information on the subject.

He, (Mr. G.,) thought it would be very difficult to fix the mileage in the Constitution. It would be better to leave it to the legislature. The question of mileage was not so likely to be introduced into the House of Delegates as a

topic of debate, as the question of *per diem* was.

Mr. HARBINE dissented from this opinion, and appealed to our legislative history, to show that the idea that mileage would not be the subject matter of debate, was not borne out. He referred to some of the new States—Iowa, Texas, &c.—in whose Constitutions such a provision had been inserted to show, that, if it was practicable there, where the facilities of communication must necessarily be less than with us, it was also practicable here.

He shewed that it was not quite so easy a matter for gentlemen from his county, (Washington,) to travel hither as the gentleman from St. Mary's (Mr. Blakistone,) supposed. He admitted, that there might be isolated cases, like that of the gentleman, in which such a rule would bear hard.

This, he, (Mr. H.,) regretted; but it was a result inseparable from the operation of all general rules. He insisted that the mileage was higher than it should be, and that it ought to be reduced. He declared that this was no Buncombe movement, and that every single reason which would justify the insertion of a constitutional provision, fixing the *per diem*, applied with equal force to the mileage. If ten cents was not enough, say fifteen. But, whatever the mileage was, let it be fixed.

Mr. KILGOUR said, he thought the matter too small to be the subject of debate in this Convention. At all events, it was too small for him to appreciate. Probably, he might never be able to do so, until he took a lesson in the Washington county school of economy. As to this sum being sufficient, it might be perhaps for those who traveled the distance once only.

But for himself, he had some attractions at home, [laughter,] and was glad at times to escape from the dull, tread-mill round of labors, which their duties imposed.

From first to last, efforts had been made in this Convention, to fix upon the people of the State of Maryland, a character for parsimony—nay, for actual meanness—which did not belong to them. The people, themselves, would disown it. It was unworthy of them. They were enlightened and liberal-minded, and did not always desire to weigh the services of their public agents, to the nicety of a hair. If it were so, probably some gentlemen in the legislature, perhaps, even some gentlemen in this Convention, would be found to receive more than they deserved.

Every public servant should be paid a just and fair compensation. The people of Maryland were willing to pay it, and those who desired to cry down their character in this respect, were doing that for which the people themselves would not thank them. He moved that the amendment be laid upon the table.

The PRESIDENT stated that the amendment of the gentleman from Washington, (Mr. Harbine,) was not in order, without a motion to reconsider the amendment, which had just been grafted on the bill.